



NORTH FOCUS AREA

LONG TERM TYPICAL SECTION

N. 110TH ST. TO N. 145TH ST.

DESCRIPTION OF PREFERRED FUTURE ROAD CONFIGURATION

Development Environment:

The built up environment along this section of the corridor is not as complete as corridor sections to the south. Buildings also tend to be set back in the right of way. It is conceivable that the public right of way can be redeveloped to the proposed cross section within a twenty-year period. This will likely occur through publicly sponsored redevelopment projects. Right of way is generally less constrained and it should be possible to implement the preferred cross section in most areas with minimal right of way impacts.

Proposed changes to the existing cross section in conjunction with redevelopment:

Travel Lanes:

- Existing travel lanes are too narrow; contributing to sideswipe accidents and reduced capacity.
- Although 12 foot travel lanes are preferred, 11 foot travel lanes are recommended due to right of way constraints. Widened lanes will significantly improve the safety and performance of the roadway but minimize right of way impacts.

Curb Lanes:

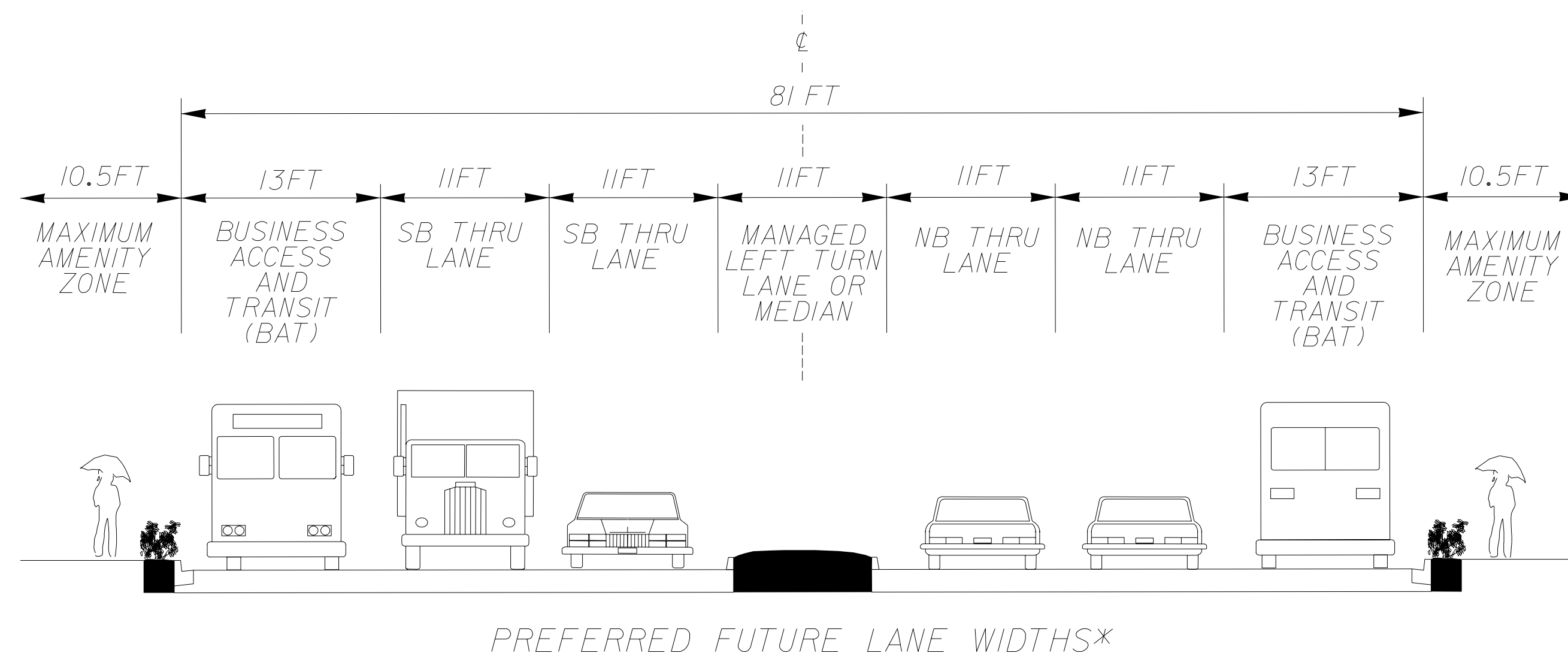
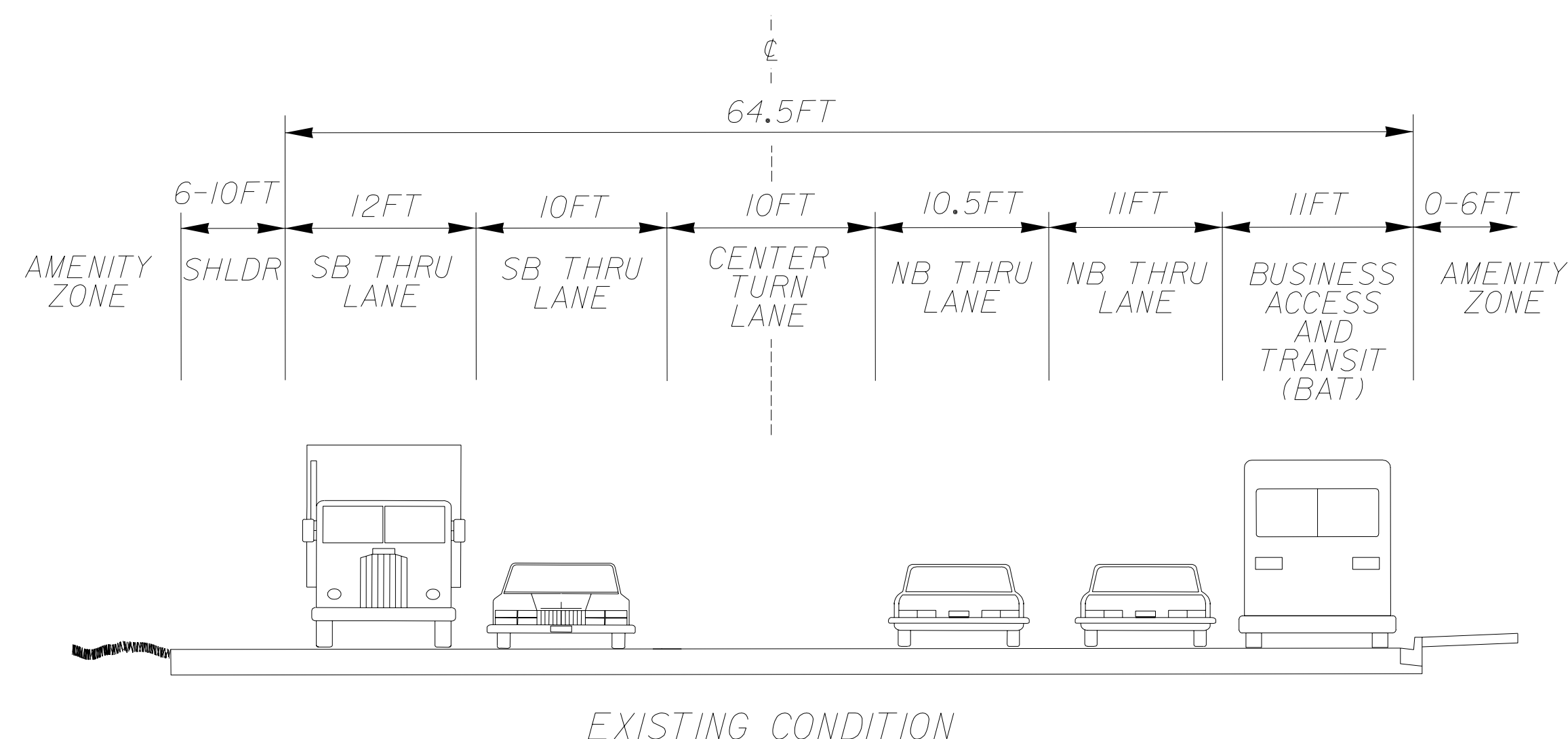
- Curb lanes need to be wider than other travel lanes to provide for a "shy" distance between moving vehicles and the sidewalk, and to account for the need to accommodate buses. Buses and trucks, mirror to mirror, are wider than cars, and generally operate in the curb lane.
- 13 foot curb lanes are recommended

Median and Center Turn Lane:

- This area serves a variety of needs. These include: pedestrian refuges at intersections; left turn pockets between intersections; left turn queues at intersections; and median areas to control left turns.
- The current median/center turn lane area is typically 10 feet in width and this is too narrow; with little or no "shy" distance between adjacent travel lanes in either direction.
- When the roadway is redeveloped, this lane needs to be no less than 11 feet in width.

Sidewalks:

- There currently are no sidewalks south bound and intermittent sidewalks north bound. The existing sidewalk northbound is only 6 feet wide. The proposed amenity zone (pedestrian sidewalk and planter strip) would be a maximum of 10.5 feet wide and would provide ample room for multiple users.



*A DESCRIPTION OF THE PREFERRED FUTURE ROAD CONFIGURATION IS PROVIDED TO THE RIGHT

DRAFT

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